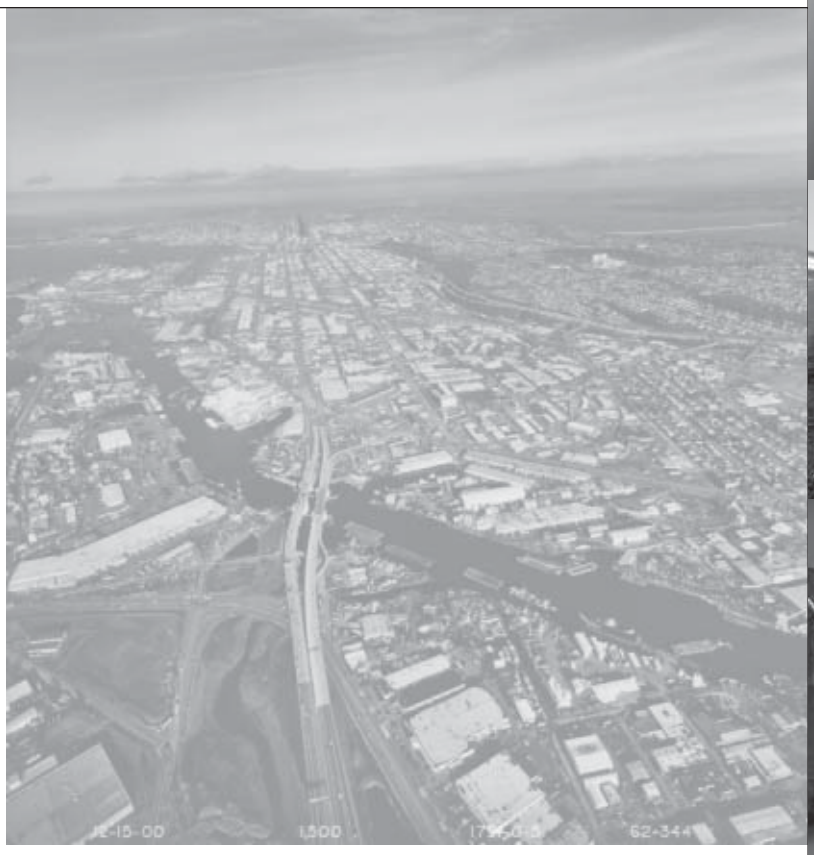
State of Washington

Freight Mobility Strategic Investment Board

2001 Activities and Recommendations Report



State of Washington

Freight Mobility Strategic Investment Board

1063 Capitol Way, Suite 201

P. O. Box 40965

Olympia, WA 98504-0965

(360) 586-9695

Fax: (360) 586-9700

Internet: www.fmsib.wa.gov

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION

Persons with disabilities may request this information be prepared and supplied in alternate formats by calling collect 206-389-2839. Persons with hearing impairments may call 1-800-833-6388 (Washington State Telecommunications Relay Service) and ask for 206-515-3683.

FMSIB Project List

Rank	Agency	Region (see legend)	Project Name	Total Cost ($ millions)	FMSIB Share ($ millions)	Status
1	WSDOT	PS-F	SR 519 Intermodal Access Project (Phase 1)	72.69	4.88	Under Construction
1	WSDOT	PS-F	SR 519 Intermodal Access Project (Phase 2)	60.80	33.43	
2	WSDOT	PS	SR 509 South Access Completion	706.34	50.00	
3	Port of Seattle	PS-F	East Marginal Way Ramps	36.73	6.92	
4	WSDOT	PS-F	SR 509/Port of Tacoma Rd. Grade Separation	30.81		COMPLETED
5	WSDOT	PS-F	SR 167, SR 509 to SR 161	52.47	12.20	
6	Port of Longview	WW	Port of Longview Alternate Rail Corridor	24.14	2.80	Under Construction
7	WSDOT	GN	I-90 Snowshed	478.95	45.60	
8	Kelso	WW	Allen Street Bridge Replacement	34.32	3.10	COMPLETED
9	Port of Everett	PS-F	California St. Overcrossing/ Port of Everett	12.42	0.32	Under Construction
10	Port of Tacoma	PS	Lincoln Ave. Grade Separation	25.50	4.20	
11	Everett	PS-F	41st St/ Riverfront Parkway (Phase 1)	16.70	3.00	Under Construction
11	Everett	PS-F	41st St/ Riverfront Parkway (Phase 2)	6.27	4.30	
12	Union Gap	EW	Valley Mall Blvd. Extension	12.51	4.00	Under Construction
13	Seattle	PS-F	South Spokane St. Viaduct	88.09	25.00	
14	Auburn	PS-F	South 277th St. (BNSF & UPSP)	35.16	13.80	Under Construction
15	Puyallup	PS-F	Shaw Rd. Extension	15.00	6.00	
16	Prosser	EW	Wine Country Rd. (Phase 1/2/3)	15.25	8.78	Under Construction
17	Port of Pasco	EW	SR 397 Ainsworth Ave. Grade Crossing	7.97	5.18	
18	Tacoma	PS-F	D St. Grade Separation	26.55	9.15	
19	Auburn	PS-F	3rd St. SW/BNSF	30.51		Under Construction
20	Pierce County	PS-F	North Canyon Rd.Exten./BNSF Overcrossing	6.00	2.00	
21	Kennewick	EW	Columbia Center Blvd. Railroad Crossing	15.00	6.00	
22	Pierce County	PS-F	8th St. East / BNSF Mainline Grade Separation	12.80	3.00	Under Construction
23	Tukwila	PS-F	S. 180th St. Grade Separation	21.99	5.00	Under Construction
24	Colville	EW	Colville Alternate Truck Route	6.47	2.00	
25	Walla Walla	EW	SR 125/ SR 12 Interconnect (Myra Rd. Exten.)	6.90	4.23	
26	Kennewick	EW	Edison St. Railroad Crossing	13.00	5.20	
27	Kennewick	EW	Washington St. Railroad Crossing	12.00	4.80	
28	Port of Kalama	WW	Port of Kalama Industrial Park Bridge	4.50		COMPLETED
29	Everett	PS-F	E. Marine View Drive Widening	6.21	0.60	
31	Benton County	EW	Port of Kennewick Road (Exten. of Piert Rd.)	1.84	0.52	
32	WSDOT	EW	SR 28, SR 2 / 97 to 9th St.	31.50	17.26	
33	WSDOT	EW	I-90 Argonne to Sullivan	34.52	14.00	
34	DOT-Burlington	WW	SR 20 - Fredonia to I-5	65.99	13.50	
35	Kent	PS	S 228th Street Extension & Grade Separation	48.00	8.50	
36	Yakima	EW	City of Yakima Grade Separated Rail Crossing	20.00	7.00	
37	Seattle	PS	Duwamish Intelligent Transportation Systems (ITS)	5.11	2.50	
38	DOT-Blaine	WW	SR 543 - I-5 to International Boundary/Border X'ing	27.55	9.60	
39	Seattle	PS	Lander Street Overcrossing	23.93	8.40	
40	DOT-Walla Walla	EW	US 12 - SR 124 to SR 730	17.95	6.98	
41	Port of Kalama	WW	Grain Terminal Track Improvements	2.50	1.25	
43	DOT-Easton	GN	I-90 Hyak to Easton Hill	381.60	30.70	
A	Spokane Co	EW	Park Road BNSF Grade Separation Project	13.00	5.00	
B	Bremerton	WW	SR 3/304 Transportation Improvement Project	8.22	3.06	
C	DOT-Sumas	WW	SR 9 - SR 546/Nooksack Rd Vic to SR 547 Cherry St	14.61	5.30	
D	DOT-Spokane	EW	SR 27 - Pines Rd BNSF Grade Crossing Separation	11.20	3.36	
E	Richland	EW	SR 240 & SR224 Interchange & Railroad Overcrossing	9.30	4.50	
F	DOT-Moses Lake	EW	SR 17 Pioneer Way to Stratford Rd Mobility Project	16.99	4.20	
G	DOT-Spokane	EW	I-90 Sullivan Rd to Harvard Rd	35.56	9.60	
H	Longview	WW	SR 432 3rd Ave Off Ramp	0.30	0.13	Authorized
I	Pierce Co	PS	8th Street East UP Railroad Undercrossing	15.00	5.60	
			TOTALS	**2,678.72**	**436.44**	

State of Washington

Freight Mobility Strategic Investment Board

2001 Activities and Recommendations Report

Table of Contents

2001 Freight Mobility Strategic Investment Board Members

From L to R: Ross Kelley, Barbara Cothern, Don Lemmons, Andrew Johnsen, Dick Marzano, Jim Toomey, Dan O'Neal, Pati Otley, Doug MacDonald, Cliff Benson, Chuck Booth, Carol Moser

Daniel O'Neal	The Greenbrier Companies, Inc./FMSIB Chairman	Public Representative
Cliff Benson	President, Puget Sound Steamship Operators	Shipping Representative
Chuck Booth	Mayor, City of Auburn	City Representative
Barbara Cothern	Council President, Snohomish County	County Representative
Andrew Johnsen	Transportation Policy Advisor	Governor Representative
Ross Kelley	County Engineer, Spokane County	County Representative
Don Lemmons	President, Interstate Wood Products	Trucking Representative
Doug MacDonald	Secretary of Transportation, WSDOT	State DOT Representative
Dick Marzano	Port Commissioner, Port of Tacoma	Port Representative
Carol Moser	Mayor Pro-Tem, City of Richland	City Representative
Patricia Otley	Director of Government Affairs, BNSF Railway	Railroad Representative
Jim Toomey	Executive Director, Port of Pasco	Port Representative

Karen Schmidt	Executive Director
Sandra Jensen	Confidential Secretary

Mission Statement

"The mission of the Freight Mobility Strategic Investment Board is to create a comprehensive and coordinated state program to facilitate freight movement between and among local, national, and international markets which enhances trade opportunities. The Board also is charged with finding solutions that lessen the impact of the movement of freight on local communities."

Goals:

- Optimize freight mobility by reducing barriers on Washington's strategic freight corridors.
- Take leadership role informing the public regarding freight mobility transportation needs and issues.
- Cooperate and coordinate with the public and private transportation partners so that we work together cost effectively.

Through the welcome visibility provided by the legislature on the need to enhance freight movement throughout the state, the Freight Mobility Strategic Investment Board (FMSIB) is pleased to present a positive annual report, despite an unsettling year for transportation in general.

The Board has been true to its mission. While a transportation package was not forthcoming from the state, monies did come from an unanticipated source, the Union Pacific Railroad. These funds joined private sector commitments previously made by the Burlington Northern Santa Fe Railroad and other funding partners.

Indeed, the private sector and Washington State ports generally reiterated their support for the Board as an important factor in Washington State's commitment to freight mobility. Important as it is, the private sector investment does not lessen the need for state funding. The Board will continue working with the legislature to ensure freight mobility needs are addressed in the future.

Nationally, Washington's Freight Mobility program was heralded as a model for the nation. Freight mobility also became a common subject in the state's metropolitan newspapers, and gained respect for its role in aiding the economy of the state.

Yet more needs to be done in communicating to citizens the importance of improved freight mobility to this State's economy and way of life. The Board is committed to continue to communicate the importance of freight mobility investment to the public.

The Board's information from public and private sources throughout the state leaves no doubt that more state resources for freight transportation are needed. Those needs and the state's willingness to address them are among the factors that businesses are taking into account as they make decisions every day whether to locate, expand or leave the state. These decisions directly affect the state and its citizens.

EXECUTIVE SUMMARY

2001 was the year that the FMSIB saw three projects completed, and 11 projects in various stages of construction. The Board and staff accomplished this by keeping focused on projects moving forward despite various issues impinging upon sponsors' efforts. Principally, environmental permitting difficulties and right of way acquisition issues contributed to delays.

The Board establishes strict time limits for undertaking and completing projects, but did grant short extensions to six projects that were diligently working to go to construction. All of which are now progressing on schedule.

Many projects on the Board's priority 6 year funding list remain unfunded. These are projects that will expedite the movement of freight, thereby sustaining and creating jobs and economic development. In addition, these priority freight mobility projects reduce local traffic congestion and improve traffic safety.

Throughout 2001 FMSIB continued to expand its communication efforts and to administer works in progress statewide. FMSIB was given a seat at the Puget Sound Regional Council's Transportation Policy Board table, and freight is represented on the Spokane and Benton-Franklin regional panels by FMSIB members. The Pacific Northwest was given a freight voice at the national level.

The Board and its executive director met with and testified before State and Federal legislators on freight issues. Among the highlights of the executive director's activities was her testimony before the U.S. Senate's Transportation Appropriations Subcommittee about the Freight Action STrategy (FAST) corridor and other freight issues. During this same trip, the executive director met with Union Pacific (UP) Railroad's CEO which was organized through Senator Patty Murray's office. This discussion and others resulted in UP writing a $3.65 million check to FMSIB as their share of six FAST corridor projects.

The Board also co-hosted and helped plan the Northwest Freight Conference entitled "Moving our Economy," a federally supported regional conference concerning national freight issues on October 7-9th in SeaTac, WA. The conference attracted 149 attendees who discussed recommendations to Congress on methods to improve freight movement and increase security of the freight system. Harry Caldwell, the Federal Highway Administration's Freight Policy Chief, hailed Washington's program as "a model for the nation." Caldwell praised the work on the FAST corridor, and stated that FMSIB and a similar agency in Florida are the models for the nation to emulate in focusing on freight movement to remain competitive. High praise for the conference came from all sectors, and FMSIB's role as an advocate for freight mobility was seen as one of Washington's strengths in the transportation system.

To improve communications and to better understand local and regional freight plans, the Board held its meetings in numerous locations throughout the state. These meetings provided the Board the opportunity to update its information about transportation modal concerns, border crossing challenges, project progress, and technological advancements. The Board facilitated efforts by various local government entities to initiate and plan projects that affect the state's freight corridors.

The message FMSIB must disseminate widely is that the mobility of freight directly correlates to jobs. That is especially true in a state that must ship its goods long distances to the larger U.S. markets. And, of course, freight mobility is key to whether Washington State can maintain its role as a leader in the handling of international freight which benefits cost sensitive commodity shipments competing in world markets. As the nation's most trade dependent state, Washington's trade economy provides one out of four jobs in the state. Maintaining commerce connections to the Far East, East Coast, and the remainder of the world, requires an unfettered flow of freight.

Over the course of 2001, FMSIB staff and board members worked diligently and effectively to tell freight's story over and over again and will continue to strive to meet its goals.

The Board believes it has been well served by the hard work of Executive Director Karen Schmidt, and her assistant, Sandy Jensen. The Board's achievements for the year would not have been possible without their dedicated service. The Board also appreciates the technical support it has continued to receive from the Washington State Department of Transportation and the County Road Administration Board.

This report presents the FMSIB's activities during 2001 and the Board's recommendations to the 2002 legislature. Meeting minutes recording the FMSIB's actions are available on the web site at www.fmsib.wa.gov.

Board members have played an active role in communicating freight needs statewide.

HISTORY

In 1996, the Legislative Transportation Committee (LTC) designated the Freight Mobility Advisory Committee (FMAC) to analyze the state's freight mobility needs, identify high-priority freight transportation projects, and recommend policy to the legislature. The FMAC recommended that the state take the lead in implementing a freight mobility transportation program that would form funding partnerships among all the interested parties for improvements statewide along strategic freight corridors.

In 1997, the Washington State Department of Transportation (WSDOT) convened the Freight Mobility Project Prioritization Committee (FMPPC) to recommend specific criteria for use in ranking freight mobility projects and established a statewide freight mobility project list.

Freight Mobility History:

- 1996 – FMAC Designated
- 1997 – FMPPC Established
- 1998 – FMSIB Created
- 1999 – FMSIB Office Opened
- 2000 – FMSIB Project Scoring Criteria Revised
- 2001 – First three FMSIB projects completed

In 1998, the legislature created Chapter 47.06A RCW Freight Mobility, which established a state freight mobility policy and also the Freight Mobility Strategic Investment Board (FMSIB) for the purpose of reviewing, prioritizing, and recommending freight mobility transportation projects that are of strategic importance to the State of Washington.

The 12-member FMSIB includes representatives from cities, counties, ports, railroads, steamship operators, the trucking industry, the Governor's office, the Secretary of the Department of Transportation, and a public member. The Board is required to provide periodic progress reports on its activities to the Office of Financial Management and the Legislative Transportation Committee.

The Board opened an independent office in 1999 to represent freight needs without regard to jurisdiction. It hired an Executive Director and Secretary to work directly with project partners, plan and execute board meetings, retreats and coordinate with the legislature, Governor's office, and others interested freight mobility.

The Board was directed to solicit proposed freight mobility projects from public entities that meet the eligibility criteria summarized as follows:

- The project must be on a strategic freight corridor;
- The project must meet one of the following conditions:
  1. It is primarily aimed at reducing identified barriers to freight movement with only incidental benefits to general or personal mobility;
  2. It is primarily aimed at increasing capacity of the movement of freight with only incidental benefits to general or personal mobility; or
  3. It is primarily aimed at mitigating the impacts on communities of increasing freight movement, including roadway/ railway conflicts; and
- The project must have a total public benefit/ total public cost ratio of equal to or greater than one.

Chapter 47.06A RCW charged the FMSIB to evaluate and rank eligible freight mobility and freight mitigation projects by using the multi-criteria analysis and scoring framework developed by the FMPPC. (See Table 2 on page 17 of the FMSIB 1998 Activities and Recommendations Report.)

In addition, the FMSIB was directed to leverage the most partnership funding possible and give priority ranking to projects with the highest level of non-program funding. Furthermore, the legislation allows the Board to supplement and refine the priority criteria when they have gained expertise and experience in administering the freight mobility program.

By applying these conditions to the projects submitted, in 1998, FMSIB recommended to the legislature a list of prioritized freight mobility projects with a total value of $1.23 billion. This recommendation leveraged a state investment of approximately $472 million, with almost $760 million in partnership funding.

Passage of Initiative 695 in 1999 eliminated all approved funding for the freight projects previously approved by the legislature. Funding for 13 of the 33 projects was reinstated by the 2000 legislature.

The Freight Mobility projects funded by the 2000 legislature are either completed and open to the traveling public, or are currently under construction.

Project Status

PROJECT STATUS

Throughout 2001, FMSIB saw three projects completed, and 10 projects in various stages of construction. This was a substantial achievement for all the project sponsor's due to the delays they encountered with environmental permitting and right of way acquisition requirements. Through the sponsors perseverance and the Board's flexibility, all projects are currently underway.

An additional project was funded through cost savings achieved with the completion of the Allen Street Bridge project. The city of Kelso informed the Board that there was a savings on the project. With the savings from the Kelso project, the Board authorized the city of Longview to proceed with their SR 432-3rd Ave Off-Ramp project. The city of Longview expects to go to construction in the spring of 2002.

The importance of investing in freight mobility projects was demonstrated this year when WSDOT contacted the Board to advise it that two key projects on the FMSIB list were ready to go to construction and needed to move forward. The projects received funding from the department's current law budget and are now proceeding. FMSIB applauds WSDOT for highlighting the importance of these projects by advancing construction.

FMSIB Project List Update

Agency	Project Name	Status
WSDOT	SR 519 Intermodal Access Project (Phase 1)	Under Construction
WSDOT	SR 509/Port of Tacoma Rd Grade Separation	COMPLETED
Port of Longview	Port of Longview Alternate Rail Corridor	Under Construction
Kelso	Allen Street Bridge Replacement	COMPLETED
Port of Everett	California St. Overcrossing/ Port of Everett	Under Construction
Everett	41st St/ Riverfront Parkway (Phase 1)	Under Construction
Union Gap	Valley Mall Blvd. Extension	Under Construction
Auburn	South 277th St. (BNSF & UPSP)	Under Construction
Prosser	Wine Country Rd. (Phase 1/2/3)	Under Construction
Auburn	3rd St. SW/BNSF	Under Construction
Pierce County	8th St. East BNSF Mainline Grade Separation	Under Construction
Tukwila	S. 180th St. Grade Separation	Under Construction
Port of Kalama	Port of Kalama Industrial Park Bridge	COMPLETED
Longview	SR 432 3rd Ave Off Ramp	Authorized

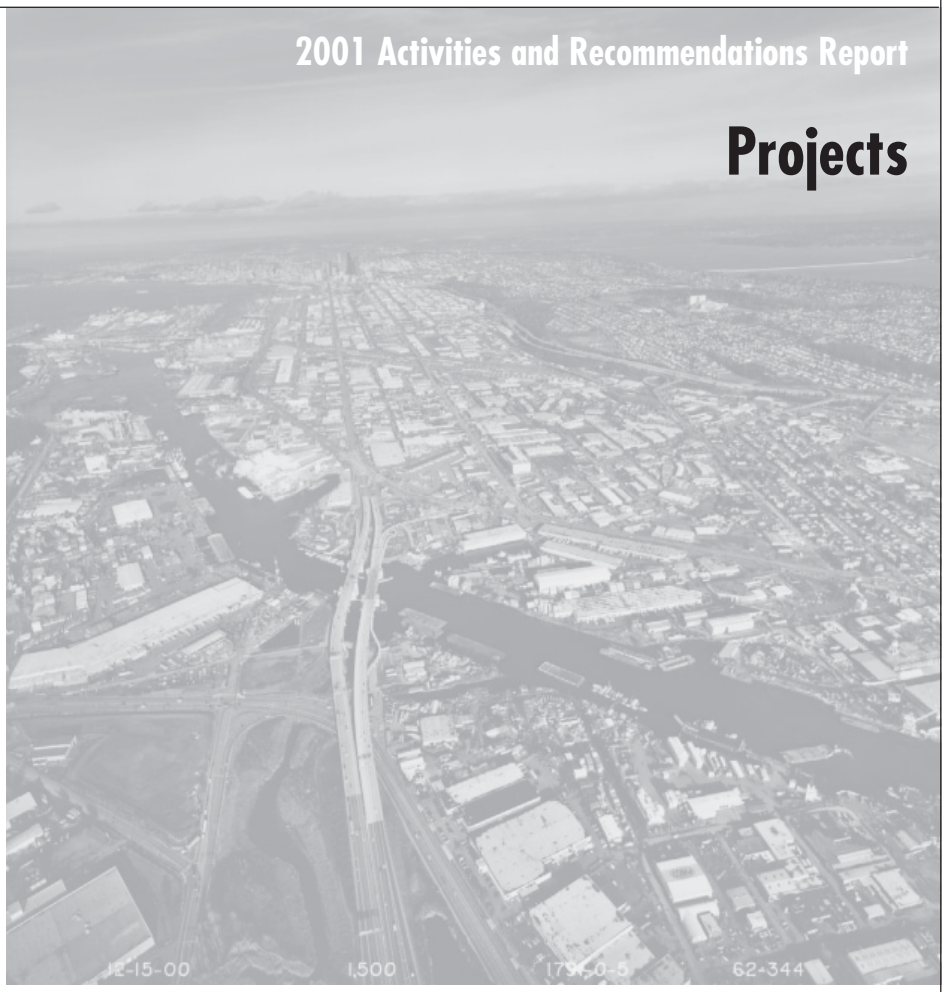
PROJECTS

State of Washington

Freight Mobility Strategic Investment Board

2001 Activities and Recommendations Report

Projects



Project 1 - SR 519 Grade Separation (Phase I) (FAST)

Under Construction

Lead

WSDOT

Partners

WSDOT
City of Seattle
King County
Port of Seattle
King County
BNSF
TEA 21 (High Priority)
Public Facility District
PSRC
TEA 21 (FAST)

Additional Beneficiaries

Sound Transit
Inter-city Rail (Talgo) (3.2M riders per year anticipated)
Duwamish/Mfg & Industrial (750,000 psgrs. in '97)
(Nearly 2000 businesses and 87,000 jobs in area)

Non Attainment Area

Air quality improvements.

Safety

Removes risks of rail and vehicular accidents by elimination of at grade crossings on Royal Brougham and Atlantic Ave.

Cost Effectiveness

1.58 hours saved per day per million dollars invested

Truck delay
215 hours per day

All vehicle delay
2,383 hours per day

**Data for each project is provided by Project Lead*

In this one location, more cars, trucks and trains physically cross each other than anywhere else in the state. This project increases the ability to move freight by all these modes and improves competitiveness for the states agriculture, manufacturing communities as well as improving the port's ability to compete. (1995 - $38Billion in trade passed through the Port of Seattle. Additionally, export advantage is lost for Washington businesses statewide if empty containers are shipped back to Asia via non Washington Ports)

The project will be constructed in phases beginning with the Atlantic Street connection to I-5/I-90 followed by the Royal Brougham Overcrossing from I-5/I-90. Surface street improvements are also to be built by the City of Seattle. When completed, Atlantic Street will provide one way access eastbound from Alaska Way to the freeways and Royal Brougham will provide Westbound access without any road/rail conflicts.

Project 4 - Port of Tacoma Road (FAST)

Completed

Lead
WSDOT

Partners
WSDOT
TEA 21 (STP Reg)
TEA 21 (1118)
BNSF
PSRC (redistributed STP)
TEA 21 (High Priority)
Port of Tacoma
TIB

Additional Beneficiaries
RTA

Non Attainment Area
Yes. Air quality improvements.

Safety
Improvement due to elimination of two at grade crossings. Port of Tacoma Rd is the main route into and out of the port/industrial area for emergency vehicles.

Cost Effectiveness
3.3 hours saved per day per million dollars invested

Truck delay
138 hours per day

All vehicle delay
506 hours per day

**Data for each project is provided by Project Lead*

The Port of Tacoma is the freight and employment hub for South Puget Sound. In addition to shipping activities, there is a large industrial complex in the area. The Port of Tacoma and the Port of Seattle account for approximately 20,000 direct jobs and a payroll of $616 Million .

The project removes a conflict between the main access to the Port and heavily traveled SR 509. The new route will also separate traffic at two existing rail line crossings and enable one rail line to be used for storage and as a staging area freeing up the mainline and allowing for more capacity on the through line.

Project 6 - Port of Longview Alternate Rail Corridor

Under Construction

Lead

Port of Longview

Partners

Port of Longview
TEA 21
TIB
Cowlitz County

Additional Beneficiaries

Longview Fibre
Weyerhaeuser
Reynolds Metals

Safety

3-year accident history 95-97 - 26 accidents with 11 resulting in injuries. Primary emergency vehicle route for 5000 employees in Longview Industrial Area.

Cost Effectiveness

2.74 hours saved per day per million dollars invested

Truck delay
31.5 hours per day

All vehicle delay
150 hours per day

Queuing and backup reduction
370.3 hours per day

**Data for each project is provided by Project Lead*

Three major at grade crossings on SR 432 would be replaced with an alternate rail corridor including one above grade vehicle overpass. Project will create a new staging area for trains. 55,000 railcars (1996 volume) will be shifted to the new corridor reducing blockage at 3 grade crossings on SR 432, a principle road connecting Longview and Kelso to I- 5 as well as providing access to the Lewis and Clark Bridge connection to Oregon. This is a vital link for handling state produced wheat arriving via barge and rail. The port is also diversifying away from log exports and increasing shipments of a variety of dry bulk products, fertilizer, minerals, petroleum coke and steel products. The alternate corridor allows 110 car unit trains (7400') or 54 manifest trains to operate without blocking 4 grade crossings simultaneously for about 10 minutes and at 3 locations for about 4 minutes.

Project 8 - Allen Street Bridge Replacement

Completed

Lead

City of Kelso

Partners

City of Kelso
TEA 21 (STP)
TEA 21 (BRAC)
Federal RR funds
BNSF
TIB
WSDOT (safety)

Cost Effectiveness

3.3 hours saved per day per million dollars invested

Truck delay
79 hours per day

All vehicle delay
605 hours per day

**Data for each project is provided by Project Lead*

Existing bridge load limits prohibit commercial use of the existing bridge. BNSF has an at grade crossing which causes traffic delays 54 times per day. Freight movement in the corridor is expected to increase by 1/3 after the new bridge is constructed. Shifting trucks off of SR 4 (Cowlitz Way) will help improve Level of Service (LOS) for all traffic.

Both rail and truck freight will benefit from this improvement.

New Allen Street Bridge.

Local sign expressing community feeling toward new Allen Street Bridge.

Project 9 - California Street Over crossing - (FAST)

Under Construction

Lead

Port of Everett & City of Everett

Partners

Port of Everett
TEA 21 (STP Reg)
TEA 21 (1118)
BNSF
Port of Tacoma
TIB

Additional Beneficiaries

Amtrak
Sound Transit
Boeing
Kimberly Clark
Snohomish County
Port of Seattle
Marine Spill Response Corp

Safety

Increased safety with the elimination of 3 at grade crossings and construction of a grade separated route. Will provide 24-hour emergency access to the port and adjacent industrial businesses such as Kimberly Clark. (There have been 13 accidents in the last 3 years in the project location.)

Cost Effectiveness

Truck delay
2.5 hours per day

All vehicle delay

**Data for each project is provided by Project Lead*

Project will eliminate 3 at-grade crossings (California Street, Hewitt Avenue and Bond Street) by extending Everett Ave from West Marine View Drive to Terminal Ave., and constructing an overcrossing of the BNSF Bayside line providing unimpeded access to/from the Port of Everett. The Port of Everett is the third busiest port in Puget Sound and has recently started container ship service at its facility. Many components used in constructing Boeing aircraft come through the Port of Everett and are shipped directly to the plant as part of their just in time delivery system.

Current entrance to port area.

Projected look of new California Street improvement.

Project 11 - 41st Street Over crossing/Riverfront Parkway (Phase I) (FAST) **Under Construction**

Lead

City of Everett

Partners

City of Everett
BNSF
TEA 21

Additional Beneficiaries

Port of Seattle
Port of Tacoma
Sound Transit
Snohomish Co.
WSDOT

Safety

There have been 16 accidents in the project location in the most recent 3-year period. Elimination of at grade crossings will improve safety.

The new 41st St. over crossing will become the emergency route to the industrial redevelopment area.

Cost Effectiveness

2.12 hours saved per day per million dollars invested

Truck delay
2.5 hours per day

All vehicle delay
28.64 hours per day

**Data for each project is provided by Project Lead*

The project will build a grade separation at 41st St. and close 2 at grade rail crossings at 36th Street and Lowell-Snohomish River Rd. All three crossings are on the BNSF mainline. It will also provide direct vehicle and truck access from I-5 to a large industrial redevelopment area. When this project is completed, closing two at grade crossings, combined with the Pacific Avenue grade separation project being built by Sound Transit, all mainline at grade crossings in Everett will be eliminated. The new route is expected to divert some traffic off the congested Hwy 2 trestle and relieve traffic impacts on the local Lowell neighborhood

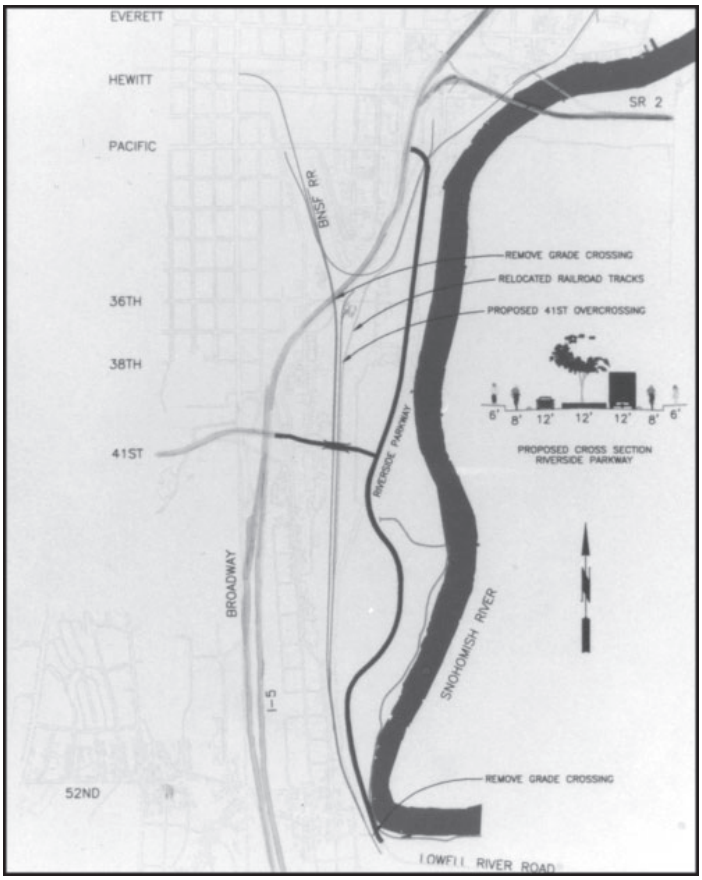


Diagram of project.

Project 12 - Valley Mall Boulevard

Under Construction

Lead

City of Union Gap

Partners

City of Union Gap
City of Yakima
Yakima County
TIB
Yakima COG
C.E.R.B.
Pacific Corp
WSDOT
Yakima Air Terminal
F.A.A.

Additional Beneficiaries

Sun Transit
UPSP
BNSF

Non Attainment Area

Yes

Safety

Will become the principle emergency vehicle route from south I-82 and the south Yakima metropolitan area to regional hospitals and the airport.

Eliminates the need for freight traffic to use a corridor that fronts an elementary school and public library.

Cost Effectiveness

429.5 hours saved per day per million dollars invested

Truck delay
4080 hours per day

All vehicle delay
40,800 hours per day

**Data for each project is provided by Project Lead*

This project will create the only grade separated crossing in the south Yakima metropolitan area and is part of the Yakima Rail Separation Corridor. Among the project goals are to reduce interstate traffic and accidents on local streets by increasing capacity and access to I-82 on Valley Mall Blvd, developing a direct gateway to the Yakima Air Terminal for both freight and passenger movement, and allow development of commercial and industrially zoned land. The project will allow the Yakima Air Terminal to develop the necessary infrastructure to support trade related activities such as expanded air cargo services, warehouse storage facilities, industrial parks and foreign trade zone assembly at the airport.

Project 14 - S. 277th St. (FAST)

Under Construction

Lead

City of Auburn
City of Kent

Partners

City of Auburn
City of Kent
TEA 21 (Demo)
TEA 21 (1118 funds)
BNSF
Port of Tacoma
UPSP

Additional Beneficiaries

King County

Safety

Removes rail vehicular accidents by elimination of at grade crossing. 2 recent train/car accidents in vicinity.

Cost Effectiveness

2.28 hours saved per day per million dollars invested

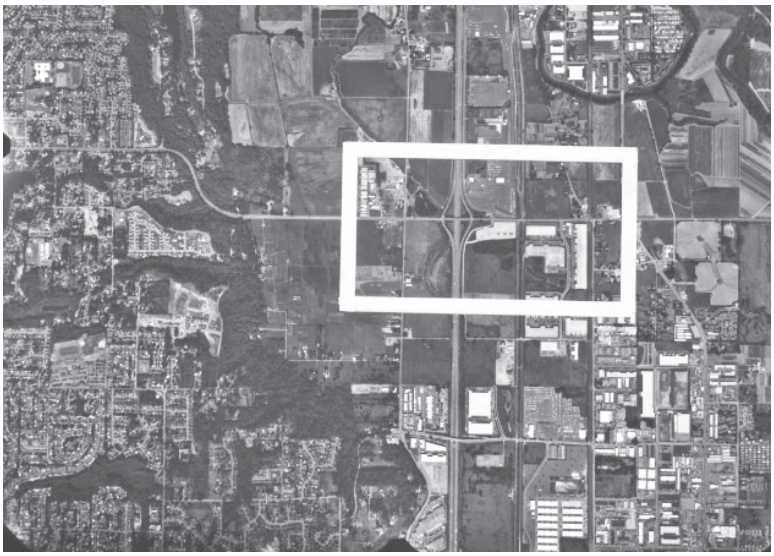
Truck delay
105 hours per day

All vehicle delay
1050 hours per day

**Data for each project is provided by Project Lead*

This project is the second phase for this corridor. Phase 1 was recently completed (by City of Kent) East of Auburn Way N. that will increase capacity on 277th. Until phase 2 is constructed, a bottleneck will be created from Auburn Way to West Valley Hwy. The complete project will improve access to the valley's industrial and warehouse areas while providing a grade separated cross valley route with improved access to and from SR 18. There are over 30 million square feet of warehouse space in the valley, which is roughly the equivalent of 88 Kingdomes (pre-implosion). 60,000 jobs are in this area.

Currently there is a major regional sewer within the right of way. If the project is delayed, expensive temporary roadwork would have to be done to reopen the route and then it would need to be torn up again later to build the project. Nearest unobstructed crossing 10 minutes away at SR 18.



Project 16 - Wine Country Road

Under Construction

Lead

City of Prosser

Partners

City of Prosser
Benton County
Port of Benton
WSDOT
ISTEA
TEA 21 (REV)
Hogue Cellars
Regency Development
TIB
TEA 21
Milne Fruit
Kenyon Zero Storage
WA Frontier Juice
Tree Top
Hall Chevrolet
Les Schwab Tires
Tom Denchel Ford
Bleyhl Farm Services

Additional Beneficiaries

Ben Franklin Transit
Chukkar Cherries
Prosser Public Schools

Safety

Numerous accidents have taken place due to lack of a left tun lane and poor geometry at 3 intersections. The Prosser Fire Station is on Wine County Road.

Cost Effectiveness

12.18 hours saved per day per million dollars invested

Truck delay
130.2 hours per day

All vehicle delay
1416 hours per day

**Data for each project is provided by Project Lead*

The project will improve access to the Port of Benton, the Prosser Airport and the East Prosser Industrial Park. The project will be constructed in phases.

The 1st phase will improve the roadway by creating a turn lane, improved lighting, realignment of three of the intersections, and installation of a traffic signal at the busy Sixth St. intersection.

During phases two and three, a new bridge will be built over the Yakima River that will be wider to accommodate larger vehicles, and the BNSF undercrossing will be reconstructed to increase width and vehicle height clearance.

Project 19 – 3rd Street SW Grade Separation (FAST)

Under Construction

Lead

City of Auburn

Partners

City of Auburn
TEA 21
King County
WSDOT
TIB
Port of Tacoma
Port of Seattle
BNSF
PSRC
Private developers

Additional Beneficiaries

Sound Transit
King County

Safety

Accident records indicate there were 34 accidents in 3 years within the project area. This is also an emergency route within the city.

Cost Effectiveness

2.28 hours saved per day per million dollars invested

Truck delay
54.75 hours per day

All vehicle delay
913 hours per day

**Data for each project is provided by Project Lead*

The opening of the Stampede Pass provided the state with many positive opportunities to move freight more expeditiously. It also created a number of new traffic impacts upon communities that now had rail traffic reintroduced.

Auburn was one of the cities most impacted by the rail movements across Stampede Pass. This project, and others in the corridor will mitigate some of the negative impacts.

The grade separation project will relieve the delays currently being experienced at 3rd Street and will allow rail and highway movements to flow without conflict.
The completed project will also provide unimpeded access by emergency services.

Project 22 – 8th St East BNSF Grade Separation (FAST)

Under Construction

Lead

Pierce County

Partners

Pierce County
Terrace View Developers
TEA 21 (STP)
Port of Tacoma
Evergreen/Tucci Parnership
TIB
BNSF
TEA 21 (1118)

Additional Beneficiaries

City of Sumner
City of Auburn
Sound Transit
City of Bonney Lake

Safety

There have been 20 accidents in a three year period at the project location.

Cost Effectiveness

.0196 hours saved per day per million dollars invested

Truck Delay
.196 hours per day

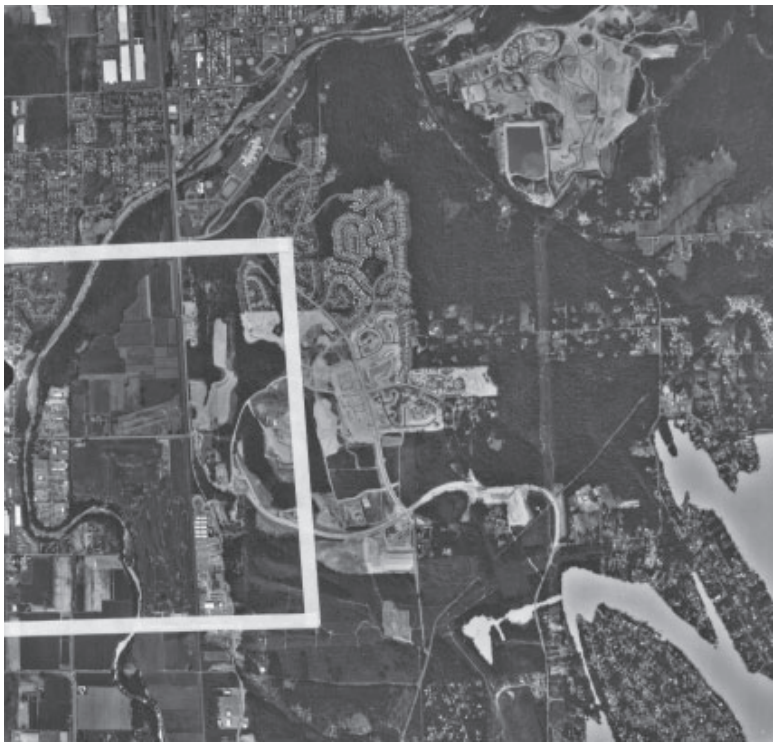
All vehicle delay
1.31 hours per day

**Data for each project is provided by Project Lead*

This FAST Corridor project continues to improve rail movement on the north south BNSF tracks by removing a bottleneck. The project is a grade separation over the BNSF Mainline and over East Valley Highway. The 8th St/East Valley Highway Intersection will be eliminated. Truck movement to the Port and elsewhere will also be improved on 8th St. East which is a T-1 truck route.

Pierce County identifies this project as a "Premier Priority Project", a "Key Truck Route" in their Comprehensive Plan.

This project is part of the Lake Tapps Parkway Corridor project. This $35M corridor will connect Lake Tapps to SR 167. The development that is taking place in the area is expected to retain and create 2000-4000 new jobs.



Project 23 - S. 180th Street Grade Separation (FAST)

Under Construction

Lead

City of Tukwila

Partners

City of Tukwila
TIB
TEA 21
BNSF
UPSP
Port of Seattle
Port of Tacoma
City of Renton
King County

Additional Beneficiaries

Sound Transit
Amtrak

Safety

Vehicle safety will be improved over the current at grade crossing.

Cost Effectiveness

.3 hours saved per day per million dollars invested

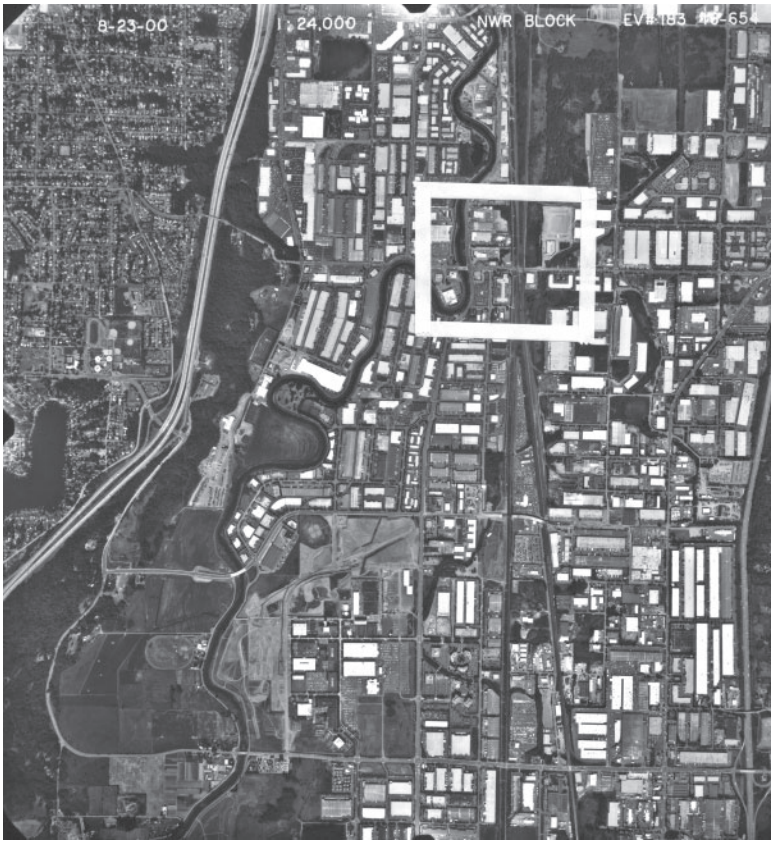
Truck delay
3.6 hours per day

All vehicle delay
42.6 hours per day

**Data for each project is provided by Project Lead*

The project has been in the planning and development stage for more than six years. This is a principal arterial for East/West traffic in the Tukwila, Renton, and Kent area. The existing 4 lane route is a central corridor to SR 167 and SR18. It is also the only major crossing of the railroad tracks for three and a half miles between I-405 and S. 212th St. and carries traffic volumes in excess of 33,000 vehicles per day. The rail lines are heavily used for both freight and passenger rail movements with more than 60 trains per day. Sound Transit and Amtrak also use these lines.

The project will construct a grade separation under both the Burlington Northern and Union Pacific tracks to avoid the conflicts inherent in a street level crossing. There is a proposed train speed increase in this area after the project is completed.



Project 28 – Port of Kalama Industrial Park Bridge

Completed

Lead

Port of Kalama

Partners

Port of Kalama
TEA 21 (High Priority)
TEA 21 (REV)
Cowlitz Co

Safety

Upon completion, the new route will become the essential emergency route for the north port area.

Cost Effectiveness

1.8 hours saved per day per million dollars invested

Truck delay
6.5 hours per day

All vehicle delay
25.5 hours per day

**Data for each project is provided by Project Lead*

Construction of this project will provide better traffic flow to/from and within the Port area. The project will construct a bridge over the Kalama River to facilitate "off I-5" travel between port property located on both sides of the river. Currently traffic must cross five rail spurs serving the Peavey Grain facility, which has handled in excess of 90,000 railcars of grain destined for foreign markets in one year. The bridge will increase the quantity of cargo that can be moved.

The BHP Steel facility that is located across the Cowlitz River from approximately 175 acres of north port land is attracting additional support industries and businesses dependent on goods related to international trade. The port imports steel coil from international sources, which is then processed by BHP Steel and distributed to domestic markets by rail and truck.

The project also will allow for the development of an additional 100 acres of Port property while increasing logistical mobility with in the port area

Project H - SR 432 3rd Avenue Off-Ramp

Authorized

Lead

City of Longview

Partners

City of Longview
Private Businesses

Additional Beneficiaries

Longview
Kelso
Port of Longview
Port of St. Helens
WSDOT

Cost Effectiveness

54.2 hours saved per day per million dollars invested

Truck delays
10.84 hours per day

All vehicle delay
45.15 hours per day

This is a near failing intersection carrying 24% truck traffic. SR 432 is a freight corridor that connects I-5 with the Port of Longview. The intersection creates a bottleneck in what is otherwise a four lane corridor. Due to lack of capacity, traffic backs up on the off-ramp and onto SR 432. The project will add a second left turn lane on the highway off-ramp and continue through the signalized intersection. The signal will be modified for the dual left turn movement and will become interconnected with other nearby signals.

**Data for each project is provided by Project Lead*

ACTIVITES

US Customs and Canadian Customs officials discuss truck clearance issues

The Board meets jointly with IMTC.

The Freight Board observes truck clearance proceedures at the border

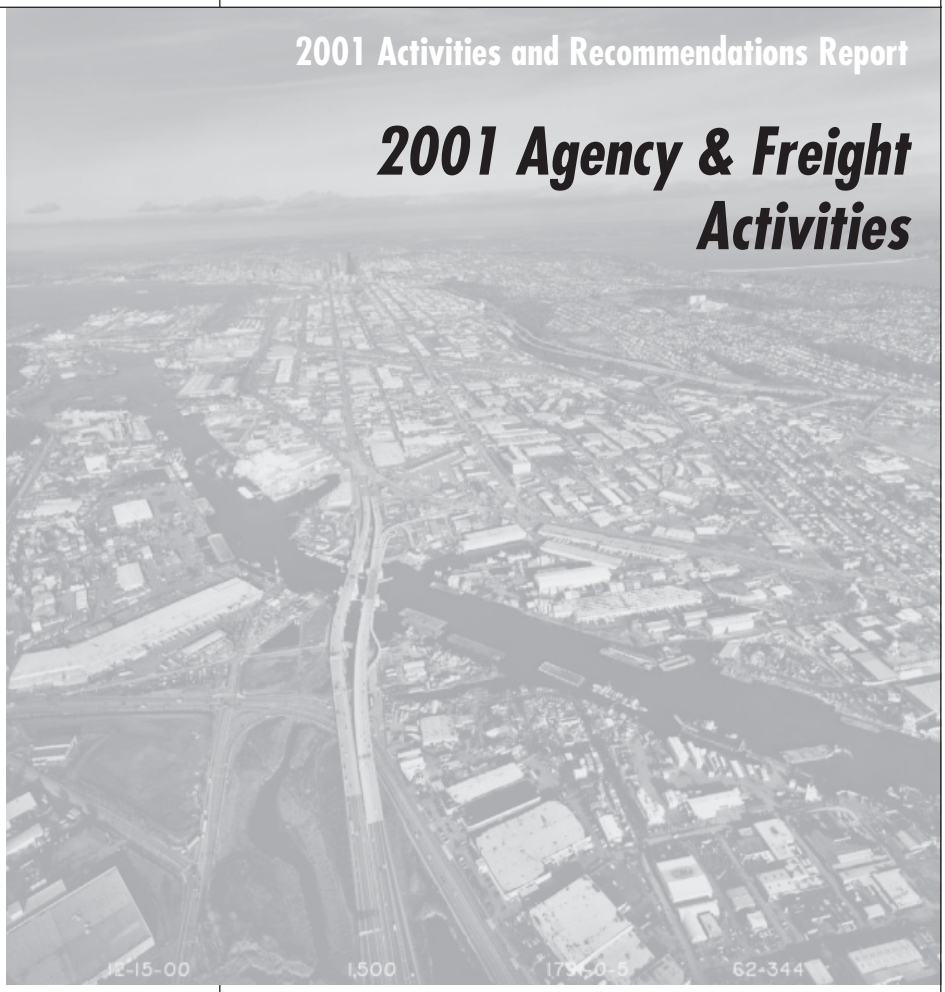
ACTIVITES

State of Washington

Freight Mobility Strategic Investment Board

2001 Activities and Recommendations Report

2001 Agency & Freight Activities



ACTIVITIES

Outreach

The Freight Mobility Strategic Investment Board (FMSIB) meetings and workshop allowed the Board to familiarize itself with local projects and freight needs statewide. Several meeting locations helped keep costs down while continuing the effort to cooperate with and gain input from private and public sector parties. Included were meetings at the Burlington Northern Santa Fe (BNSF) offices in Seattle, the U.S. Customs conference room in Blaine, the airport in Walla Walla, and the city hall on Bainbridge Island. Additionally, the Board met in Wenatchee and at SeaTac. These meetings provided local businesses and officials an opportunity to work directly with the Board in developing policy and future strategic goals for their region based on local knowledge.

During the year, private and public sector presentations and tours included:

- BNSF staff discussed their in-state operations and issues they face in moving freight through the state.
- Northwest Container Service provided the Board with an overview of the growth their short-haul rail business has achieved since partnering with Union Pacific Railroad. In 2000, they moved nearly 70,000 containers to or from ports with assured overnight service.
- Local officials expressed ongoing concerns about the impacts to freight movement if the Snake/Columbia River dams were removed.
- Washington State Wheat Commission identified the difficulties they are facing in moving their products as well as peas and lentils. Their concerns were not only about the barge system, but also the short-line railroad segments that are essential in the multi-modal movement of the various agricultural products in Eastern Washington.
- Members of the International Mobility and Trade Corridor (IMTC) project and officials from Canada discussed the lack of adequate staffing levels, additional infrastructure, technology requirements, Provincial needs and funding opportunities. The Board also toured the U.S. customs facility and observed the process to clear motor carriers at the border.
- A two-day workshop was held with modal partners to discuss the future direction of the agency and their vision for identifying future intermodal strategic freight investment projects.
- The Wenatchee Chamber and local transportation groups addressed problems their region and local agricultural industries are facing. The movement of their products to market is essential to the economy of North Central Washington, which demands efficient transportation corridors.

Board members also had the opportunity to meet with a number of legislators and the Governor to explain the work of the agency and express their thoughts on various bills that could impact freight. Presentations were made to both the House and Senate Transportation Committees, and additional presentations were made to the House Trade and Economic Development Committee and Lt. Gov. Brad Owen's Joint Legislative Economic Development Committee.

Representative Ruth Fisher and Representative Maryann Mitchell attended the March Board meeting and explained their approach to funding transportation in general, and particularly freight mobility. Subsequently, Co-Speaker Clyde Ballard addressed the board with his concerns over transportation funding including freight needs, at the Wenatchee Board meeting.

To meet FMSIB's goal of taking the leadership role of informing the public regarding freight mobility needs and issues, the Board members and the Executive Director gave presentations to numerous audiences including:

- Washington Transportation Commission
- Transportation Improvement Board
- Association of Washington Counties
- Association of Washington Cities
- 2000 Region 10 Intermodal Planning Group
- Association of General Contractors
- Spring Ports Association Conference
- Regional Access Mobility Project (RAMP)
- Seattle Manufacturing & Industrial Council
- Whatcom County Council of Governments
- National Propeller Club
- Seattle Transportation Club

Along with those presentations, briefings were given to state and federal legislators on specific projects and freight advocacy issues. Executive Director Karen Schmidt also participated in panel discussions at the Western States Metropolitan Planning Organization's annual meeting in Phoenix, AZ and represented FMSIB and Washington at the FHWA Freight Finance Conference in St. Louis, MO.

Throughout the year, the Executive Director met with local, state and federal officials, and interested private sector individuals to discuss and encourage the continued development of freight movement. The Port of Grays Harbor was a beneficiary of one of these meetings. The Director worked with port officials to discuss the merits of a proposed project that would create numerous jobs and revenue for the local area. Through these discussions the project was found not to meet the FMSIB criteria of a 'strategic' project, but after contacting WSDOT's Rail Office the project was subsequently added to its legislative request.

One of the 72 crossing being evaluated in the "Bridging the Valley" project in Spokane

In the Spokane area, work is continuing on the "Bridging the Valley" project. The project envisions moving the Union Pacific Railroad onto the BNSF tracks and grade separating or closing the 72 grade crossings between Spokane, WA and Athol, ID. The sponsors' plan a six-year build out if an agreement can be reached.

With the appointment of John Doyle as the Director of the recently created Freight Strategy and Policy office, within WSDOT, new opportunities to work cooperatively between agencies are emerging. The Executive Director and Mr. Doyle are discussing how each can meet their goals and improve freight mobility throughout the state.

ACTIVITIES

Northwest Freight Conference

Through discussions the executive director had with Harry Caldwell, Federal Highway Administration's (FHWA) Chief of Freight Policy, Washington State was selected as the site for a Northwest Freight Conference. This conference was to showcase the Northwest as a model for the nation on freight mobility with FHWA contributing $50,000 for the event.

In addition to hailing Washington's freight mobility program as "a model for the nation," Harry Caldwell projected that freight movement in the Northwest would double in the next 20 years. Caldwell reiterated that the nation needs to focus on freight movement to remain competitive.

Other issues for freight mobility, such as channel dredging, intelligent transportation systems, Commercial Vehicle Inspection Service and Networks (CVISN), border congestion and security, and the need to educate the public that freight and personal mobility go hand in hand, were discussed. High praises for the conference came from all freight sectors, and the Board's role as an advocate for freight mobility was seen as one of Washington's strengths in the transportation system.

Washington is one of the most trade-dependent states in the nation.

Union Pacific Railroad

Senator Patty Murray's office coordinated a meeting between the executive director and Union Pacific (UP) Railroad's Chief Executive Officer to discuss UP's participation in funding grade separations in Washington. Years ago, UP had committed to participate in funding some of the FAST projects, however, projects had not received confirmation on funding. After the meeting, a representative from the company was sent to Washington State to tour the affected projects and discuss the financial commitments with the Executive Director.

The result was improved communication between the railroad and the state, and a $3.65 million financial commitment to six freight projects. For efficiency, UP placed the money with FMSIB until agreements could be reached and the projects were ready to proceed. If the projects were cancelled the funds would be returned to the railroad. The money has been temporarily placed in an existing state account and interest from the account will be used to assist future freight grade separation projects.

2001 Legislative Session

During the 2001 Legislative session, the legislature recognized the importance of continuing to focus on freight mobility in Washington. The Board's administrative budget for the operation of its office was sufficient to allow staff to carry out the direction of the Board and work with project partners identifying and constructing freight mobility and improvement projects.

In addition, funding was provided to the Board to begin a comprehensive, long-term inventory of projects that will assist corridor development and identification of barriers to freight movement. This funding was the FMSIB share of a multi-agency partnership to carry out the first phase of the study.

Finally, funding was provided to the Board to hold two outreach workshops intended to bring public and private partners together to help identify and fund freight mobility projects.

Strategic Freight Corridor Update

As required by statute, every two years FMSIB must identify and approve Washington's Strategic Freight Corridors. FMSIB incorporated the most current traffic data available from the recently completed updates of: the County Road Administration Board's (CRAB) County Freight and Goods study and the Washington State Department of Transportation's (WSDOT) Freight and Goods Transportation System (FGTS). In May, the Board approved the updated 2001 Strategic Freight Corridors.

Benchmarks

Establishing freight mobility benchmarks continues to be a goal for the agency. Progress has been made working with the railroads, trucking industry, WSDOT, CRAB, and CVISN to gather data using current technology and adding targeted small Intelligent Transportation System (ITS) investments to the existing system. The technology needed was included in the recently passed federal appropriation, secured in part by Senator Patty Murray's efforts.

ACTIVITIES

2002 Goals

As the Board strives to find solutions to improve the movement of freight, it has established these goals for the upcoming year.

1. Emphasize and further develop the Board's strategic role.
2. Intensify the Board's outreach and communication efforts throughout the state.
3. Continue its oversight of progress for projects currently on the list, including the initiation of work to the extent new money is made available by the legislature.
4. Approve new projects as appropriate, consistent with legislative direction.

Freight projects statewide require ongoing funding for corridor development and to provide match money to attract partnership dollars. We look to the legislature to provide the resources to solve our state's freight transportation needs whether it is for farm to market roads, short-line assistance, channel dredging, or congestion relief. Freight knows no borders, only chokepoints.

Board members Barbara Cothern, Dan O'Neal and Director Karen Schmidt assist with the California Street groundbreaking in Everett.

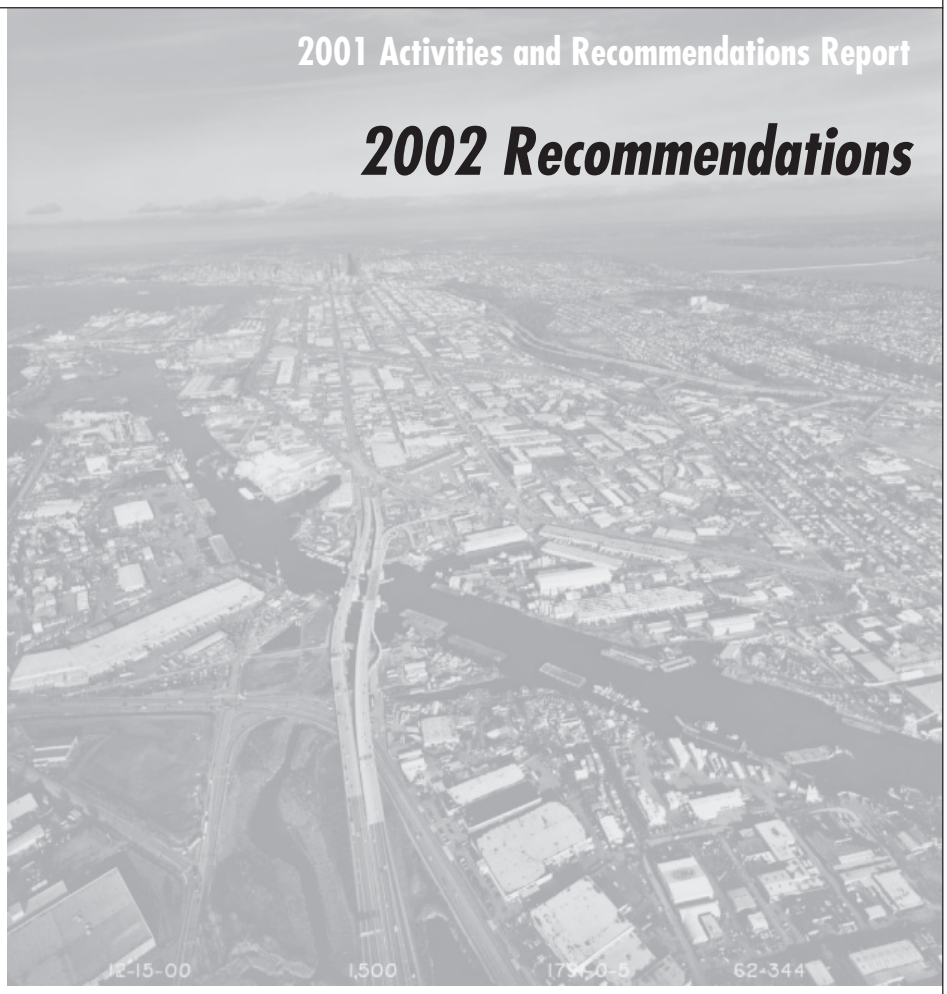
RECOMMENDATIONS

State of Washington

Freight Mobility Strategic Investment Board

2001 Activities and Recommendations Report

2002 Recommendations



RECOMMENDATIONS

The legislature's continued commitment to the freight mobility program is essential to maintaining Washington's economy since the state is the most trade dependent state in the nation. Washington's ability to compete in an international marketplace is closely tied to the efficiency of a multi-modal transportation system. The commitment to remaining competitive and investing resources in strategic corridors was the impetus in establishing a Freight Mobility Program that was not encumbered by jurisdictional lines.

THE POLICY ADOPTED IN CHAPTER 47.06A RCW READS:

"Limited public transportation funding and competition between freight and general mobility improvements for the same fund sources require strategic, prioritized freight investments that reduce barriers to freight movement, maximize cost effectiveness, yield a return on the state's investment, require complementary investments by public and private interests and solve regional freight mobility problems. State financial assistance for freight mobility projects must leverage other funds from all potential partners and sources including federal, county, city, port district and private capital."

1. Establish and Fund a Freight Mobility Investment Account

FMSIB recognizes that a successful freight mobility strategy requires a consistent, long term, predictable commitment to ensure that freight mobility projects and corridors are built, chokepoints and barriers are addressed, and impacts to local communities are minimized. Continuing the momentum of building sequential improvements that ensure the free flow of goods on the strategic freight corridors will allow our agricultural and manufacturing communities to compete both domestically and internationally as well as allowing local residents to receive food and products at a more reasonable cost and with greater variety.

The freight mobility program recognizes the significance of partnerships in determining the importance and necessary financial commitment to funding key projects. Freight projects must demonstrate their importance by having strong financial commitments that reflect jurisdictional and regional support.

Partnerships are improved when there is a predictable, dedicated funding source for the FMSIB match share. Establishing a dedicated fund source for the Freight Mobility Board's capital projects will enable partners to move projects, faster knowing there is a secure commitment for the FMSIB share of selected projects as well as assisting Washington State to successfully compete in programs like the Federal Trade Corridor and Border Crossing programs which requires matching funds.

The Board requests that funding for the FMSIB capital program be placed in a Freight Mobility Investment Account so that funds can be moved between locally sponsored projects and WSDOT projects in the event that projects in one category or the other are delayed.

2. Fund the Recommended 2001-03 (2002 Request) Project List

Many projects on the Board's 6-year priority funding list remain unfunded. These are projects that will expedite the movement of freight, thereby sustaining and creating jobs and economic development. In addition, these priority freight mobility projects reduce local traffic congestion and improve traffic safety.

The Board has developed a list of projects statewide that will continue the momentum of improving our state's strategic freight corridors. There are 17 recommended projects that require a total of $47.62 million in FMSIB match this biennium. The complete list of projects recommended for funding can be found on page 34, followed by project narratives.

I-90 CASCADE CROSSING

One project is exceptionally important to both sides of the state, but has no natural partners. The I-90 Cascade Crossing is vitally important to the states movement of freight as well as for the motoring public. By building the snow shed, adding lanes and eliminating dangerous curves the entire state would benefit. Approximately 24% of the traffic traveling over the pass at I-90 is truck.

3. Truck Partnership Dollars

The Board has voted to support a 25% surcharge on truck weight fees dedicated to FMSIB projects. Imposition of this fee will allow the Board to add truck partnership dollars into freight projects. The surcharge would cover both in-state and out-of-state truckers. The surcharge would not cover FMSIB's biennial capital program needs, but would provide a significant truck partnership share. Additional tax funding would also be needed to complete a sustained freight mobility program.

By establishing a predictable permanent funding source, freight projects would not require the legislature to appropriate the full construction commitment necessary in one biennium, and would allow for consistent planning so projects are assured that once the project has its partnership funding and permitting in place there will not be a construction delay.

RIGHT OF WAY NEEDS

Of the 17 projects, 9 have requested FMSIB funding for right of way acquisitions. These requests are to ensure that the purchase price does not increase the project costs considerably due to funding delays.

FMSIB Recommended Project List 2001-2003 (2002 Request)

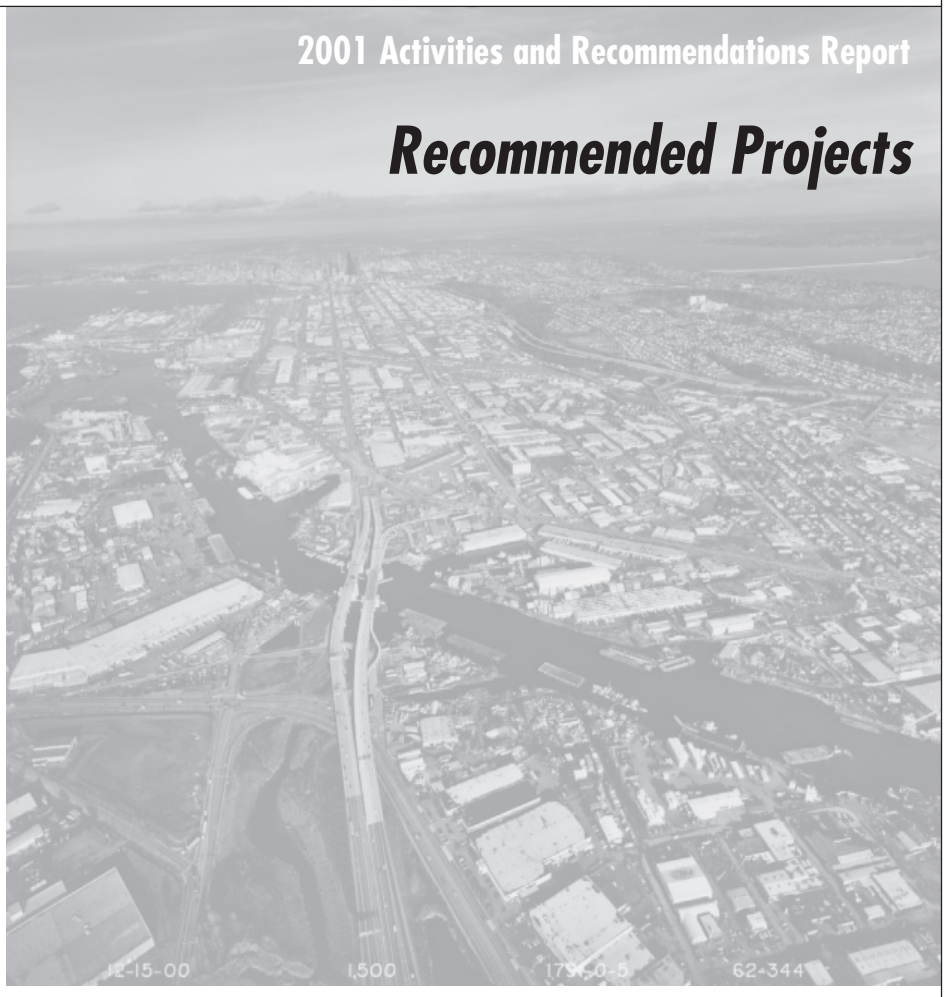
Rank	Agency	Region (see legend)	Project Name	Total Cost ($ millions)	FMSIB Share ($ millions)	01-03
2	WSDOT	PS	SR 509 South Access Completion	706.34	50.00	4.00
5	WSDOT	PS-F	SR 167, SR 509 to SR 161	52.47	12.20	12.20
7	WSDOT	GN	I-90 Snowshed Vicinity	478.95	45.60	2.00
17	Port of Pasco	EW	SR 397 Ainsworth Ave. Grade Crossing	7.97	5.18	5.18
21	Kennewick	EW	Columbia Center Blvd. Railroad Crossing	15.00	6.00	6.00
24	Colville	EW	Colville Alternate Truck Route	6.47	2.00	2.00
25	Walla Walla	EW	SR 125/ SR 12 Interconnect (Myra Rd. Exten.)	6.90	4.23	1.60
31	Benton County	EW	Port of Kennewick Road (Exten. of Piert Rd.)	1.84	0.52	0.52
32	WSDOT	EW	SR 28, SR 2 / 97 to 9th St.	31.50	17.26	2.46
34	WSDOT-Burlington	WW	SR 20 - Fredonia to I-5	65.99	13.50	2.00
35	Kent	PS	S 228th Street Extension & Grade Separation	48.00	8.50	0.70
37	Seattle	PS	Duwamish Intelligent Transportation Systems (ITS)	5.11	2.50	2.50
38	WSDOT-Blaine	WW	SR 543 - I-5 to International Boundary/Border X'ing	27.55	9.60	1.00
41	Port of Kalama	WW	Grain Terminal Track Improvements	2.50	1.25	1.25
43	WSDOT-Easton	GN	I-90 Hyak to Easton Hill	381.60	30.70	0.70
B	Bremerton	WW	SR 3/304 Transportation Improvement Project	8.22	3.06	3.06
C	WSDOT-Sumas	WW	SR 9 - SR 546/Nooksack Rd Vic to SR 547 Cherry St	14.61	5.30	0.45
			TOTALS	1,861.01	217.40	47.62

State of Washington

Freight Mobility Strategic Investment Board

2001 Activities and Recommendations Report

Recommended Projects



Project 2 - SR 509 completion to I-5

Lead

WSDOT

Partners

WSDOT
Port of Seattle
City of SeaTac
King County
ISTEA
City of Des Moines
TEA 21 (STP Comp)

Additional Beneficiaries

Normandy Park
Burien
Duwamish Industrial Area
Christian Faith Center
Des Moines Creek Technology Center
Seattle
Kent
Federal Way
Sound Transit

Safety

Reduced accidents at 509 & S.188 St by adding a diamond interchange. A reduction in accidents along 188th and SR 99 due to traffic shifting to the new alignment is expected. Increased traffic spacing in the SR 5 and SR 516 vicinity would also reduce accidents.

Cost Effectiveness

2.2 hours saved per day per million dollars invested

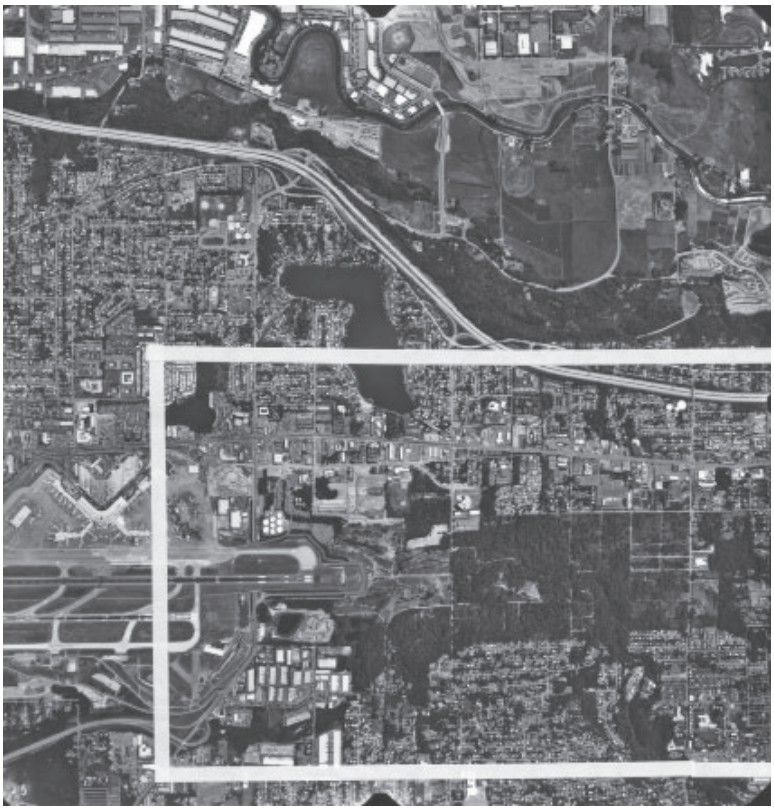
Truck delay
625 hours per day

All vehicle delay
12,500 hours per day

**Data for each project is provided by Project Lead*

It is anticipated that SR509 completion will relieve truck movements from I-5. The new route is expected to carry 9,000 trucks per day. This traffic congestion relief is especially important at the I-5/I-405/SR 518 Interchange. By diverting traffic off I-5 it is estimated to save 20% off current travel time between the Boeing Access Rd and Federal Way.

The corridor currently carries 20 million tons of freight annually. This will eventually provide a more direct and convenient connection for freight movement in and out of the Kent Valley freight centers. Air freight shipments will also benefit.



Project 5 – SR 167 SR 509 SR 161 (Phase 1 PE & RW) (FAST)

Lead

WSDOT

Partners

WSDOT
Pierce County
City of Fife
City of Tacoma
Port of Tacoma
ISTEA

Safety

Upon completion this will become a new emergency route for the area.

Cost Effectiveness

3 hours saved per day per million dollars invested

Truck delay
241 hours per day

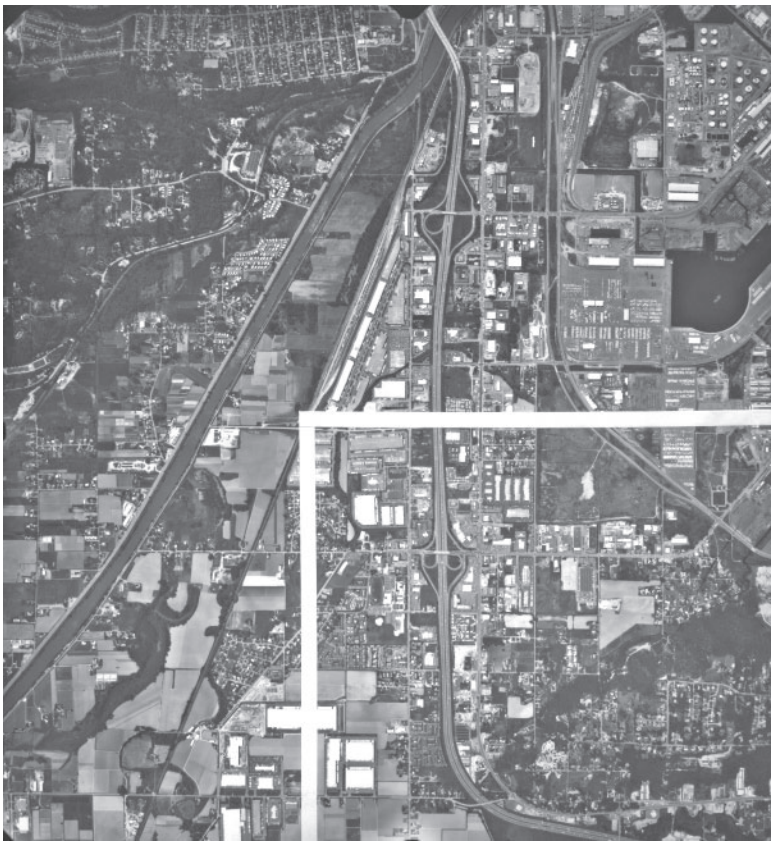
All vehicle delay
1254 hours per day

**Data for each project is provided by Project Lead*

Currently there are only two routes available for trucks to get to the Port of Tacoma. SR 167 uses arterial streets and ends at I-5. Once the project is completed the new SR 167 would provide direct freeway connections to and from I-5 and the Port of Tacoma and SR 509. The project would complete the regional freeway system and connect SR 167, SR 410, SR 161 and SR 512 to the I-5 corridor and SR 509.

The new route will require a substantial amount of right of way purchase which is currently in jeopardy of being lost to private development. If the state is to complete this segment, it must secure the right of way before it is lost to commercial and residential development.

The route serves multimodal local port freight and passenger movement and relieves truck and arterial congestion.



Project 7 - I-90 Snow Shed

Lead
WSDOT

Partners
WSDOT

Additional Beneficiaries
Virtually every manufacturing, agricultural, retail, grocery business in Eastern and Western Washington depend on crossing the Cascades without delay.

Safety
Numerous accidents, avalanche closures and collisions with low overpasses

Cost Effectiveness
71 hours saved per day per million dollars invested

Truck delay
1842 hours per day

All vehicle delay
8179 hours per day

**Data for each project is provided by Project Lead*

Snoqualmie Pass has the highest average daily traffic and the largest truck volumes of all east/west mountain passes in Washington and Oregon State. The route is experiencing an annual growth rate of 3.5 percent. The route is the principal east/west freight corridor in the state with over 33 million tons of freight annually. Twenty-four percent of the traffic using this route are trucks.

The Cascade Crossing at Snoqualmie Pass has avalanche problems, sharp curves that do not allow large vehicles to travel at highway speeds, is heavily congested in the 4 lane segment of what should be a continuation of the 6 lane route, and has vertical clearance problems at three locations.

This project, along with the snow shed project, will reconstruct approximately 7 miles of I-90 alleviating avalanche concerns, eliminate sharp curves, add an additional lane each way relieving the bottleneck caused by 6 lanes funneling down to four lanes, and relieve the vertical clearance problems at the snow shed, Stampede Pass and Cabin Creek Interchanges. By constructing a continuous six-lane route, trucks will be able to stay in the right lanes at their speed while not interfering with the flow of general purpose traffic traveling at faster speeds in the left lane.

Project 17 – SR 397 Ainsworth Grade Crossing

Lead

Port of Pasco

Partners

City of Pasco
TEA 21 (Regional)
ISTEA (Regional)
Port of Pasco
BNSF

Additional Beneficiaries

Ben Franklin Transit
Pasco School District
U.S. Army
NMFS
Boise Cascade
Army Corps of Engineers
Simplot
Georgia Pacific
Neil F. Lampson Co.
Regional Agribusinesses

Safety

SR397 & Ainsworth is the primary access for fire, ambulance and police vehicles to the Port property.

Cost Effectiveness

2.5 hours saved per day per million dollars invested

Truck Delay
20 hours per day

All vehicle delay
154 hours per day

**Data for each project is provided by Project Lead*

The grade separation will remove the conflicts between rail and highway traffic. Currently, train traffic blocks trucks, employees and emergency vehicles from reaching the BPIC. Rail traffic averages 35 trains per day at an average delay of between 12 to 20 minutes per train. There are over 1421 vehicle trips daily.

The projects will reduce trucking and barge delays and eliminate daily traffic conflict for approximately 580 employees. The BNSF tracks wrap around the Port property isolating it from the main circulation system. It is important for the region that there is uninterrupted access to cold storage facilities in Kennewick for frozen vegetable distribution, and for grain movement to barge terminals. The project is expected to allow the development of an additional 500 manufacturing and industrial jobs in the next ten years.

Project 21 – Columbia Center Blvd. RR Crossing

Lead

City of Kennewick

Partners

City of Kennewick
TEA 21 (Regional)
Port
BNSF
School District
TIB
Transit

Additional Beneficiaries

Cadwell Laboratories
TriTech

Safety

FEMA Route, School Bus Route and Transit route

Cost Effectiveness

.0000042 hours saved per day per million dollars invested

Truck delay
52.32 hours per day

All vehicle delay
1744 hours per day

**Data for each project is provided by Project Lead*

The grade separation will mitigate the impact of a projected 22 trains per day. The route provides access to the Clearwater business district and connects with SR 240 and SR 395. Numerous warehouses and distribution centers utilize this corridor and it provides access to a business incubator site. UPS has a regional distribution center that uses this corridor. The Kennewick School District Bus Barn also uses this route.

Freight Mobility projects are important to local communities.

Project 24 – Colville Alternate Truck Route

Lead
City of Colville

Partners
City of Colville
Stevens County
WSDOT
BNSF
Vaagens Lumber
LID (locally authorized)

Additional Beneficiaries
Boise Cascade Corp.
Colmac Coil
Aladdin Hearth Products

Safety
There have been 112 accidents in a three year period in the project area.

Cost Effectiveness
25.6 hours saved per day per million dollars invested

Truck Delay
142.3 hours per day

All vehicle delay
1658 hours per day

**Data for each project is provided by Project Lead*

SR 395 currently bisects the City of Colville. There has been an annual increase in traffic of 3.5% for the past several years. The route collects traffic from 4 border crossings and is the principle route for regional truck movements traveling north and west of Colville and south to Spokane and beyond. The principle freight movement in the area is lumber and wood chips, fabricated metal, metal stock, chiller equipment and wood stoves. The City has worked with the local citizens (Colville 2000) in developing a three phase plan for improving this part of the SR 395 corridor. The 3rd phase of the project is the construction of a truck bypass. The project will construct a truck bypass route removing the heavy truck traffic off the main street of Colville. The Colville City Council has voted to transfer the remaining partnership dollars needed to phase 3 emphasizing the importance of this project to the local community.

Project 25 - SR 125 / SR 12 Interconnect (Myra Rd. Extension)

Lead

City of Walla Walla

Partners

City of Walla Walla
City of College Place
Port of Walla Walla
Walla Walla County
Valley Transit
WSDOT
Blue Mountain Mall
Walmart
Other Port Tenants

Additional Beneficiaries

All businesses along 9th Avenue

Safety

This will be an essential emergency route for fire trucks and ambulances.

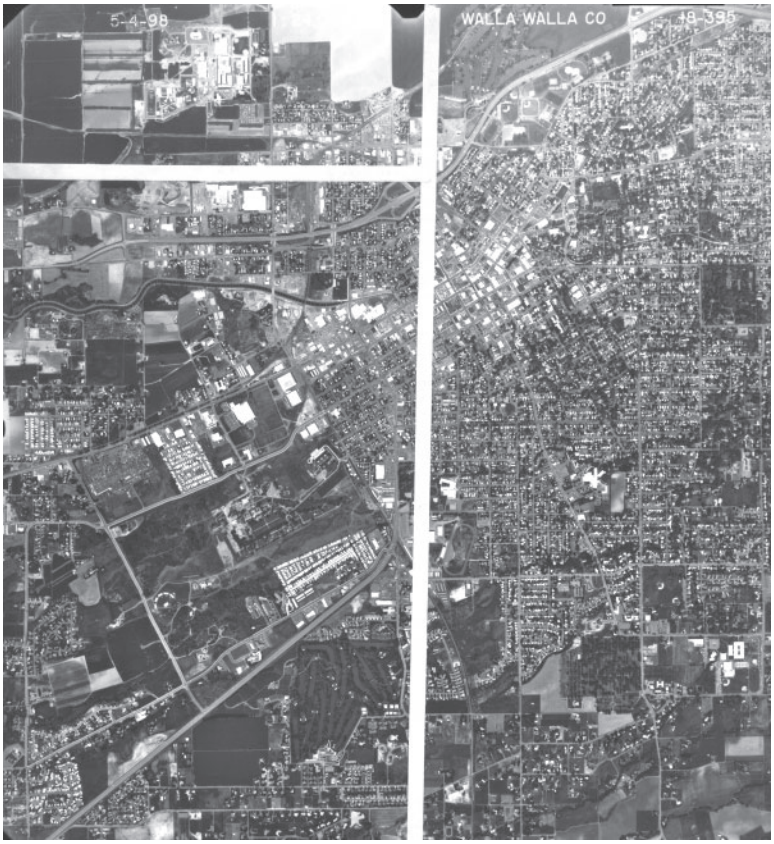
Cost Effectiveness

Truck delay

All vehicle delay

**Data for each project is provided by Project Lead*

Myra Road has been designated as a regional corridor by the RTPO. Currently, freight traffic traveling on SR 125 from Southeast Washington and Northeast Oregon must travel through Walla Walla on 9th Avenue, the busiest street in town. This is a heavily developed arterial with an ADT of 20,000 vehicles per hour. Truck traffic is approximately 6.5% One key intersection is already operating at level of service E. The Myra route will restrict local access, have fewer lights, improve travel time, and will make the ports commercial and industrial area more marketable. 22% of the truck traffic on SR 125 is through traffic to SR 12. The project is expected to cut the delay time through Walla Walla for truck traffic by half.



Project 31 - Port of Kennewick Rd. (Piert Rd)

Lead
Benton County

Partners
Benton County
Port of Kennewick
Private funds
TIB

Additional Beneficiaries
Pacific Railcar
Kerley Chemical
Air Liquid
UNOCAL
Columbia Colstor
Sandvik Special Metals

Safety
45 accidents between 1992-1997. Truck traffic will be diverted off of SR 397, which passes through the main section of Finley and near local schools

Cost Effectiveness
10.9 hours saved per day per million dollars invested

Truck delay
17.5 hours per day

All vehicle delay
50 hours per day

**Data for each project is provided by Project Lead*

Currently the only access into the Finley Industrial area is SR 397, which is a two-lane route with no access control. The Port is developing an additional 525 plus acres, which will further intensify traffic. The principal businesses in this area are agriculture related food transport and chemical manufacturing which are heavily dependent on the transportation network. Recently, Columbia Colstor more than doubled the size of their frozen food warehouse. Most of Lamb Weston's frozen potato products produced in the Columbia Basin will pass through this facility. An estimated 40,000 truck trips will be made annually. This project will close the loop between SR 397, SR 395, I-82 the Intertie Route and Bowles Rd. Access will be improved allowing businesses to use the port road and the Intertie. Seventy percent of the 40,000 trucks are expected to use this new route.

The Port of Kennewick is located along the Columbia River near the mouth of the Snake River and provides access to barge facilities, both UP and BNSF rail lines as well as truck movement. The port is a major employer for residents in the town of Finley.

Project 32 - SR 28, SR2/97 to 9th St

Lead
WSDOT

Partners
WSDOT
Douglas County
East Wenatchee
Private Industry

Additional Beneficiaries
Alcoa
Port of Chelan County
Port of Douglas County

Safety
Area has 2.06 accidents per million vehicle miles compared to statewide average of 1.71 accidents per million miles.

Cost Effectiveness
.95 hours saved per day per million dollars invested

Truck delay
33.12 hours per day

All vehicle delay
414 hours per day

**Data for each project is provided by Project Lead*

SR 28 is a major connecting point for east-west traffic via SR 2 and north-south movements along SR 97 from Canada to Pasco. The Osoyoos/Oroville border crossing on SR 97 is the busiest crossing in Eastern Washington. This route is also the major corridor passing through Wenatchee.

The Wenatchee Valley and farming lands in the Waterville Plateau and Columbia Basin Federal Irrigation Project produce, package, and ship many tons of fruit, grain, timber and other farm produce primarily by truck.

The project will widen the roadway on SR 28, and add four miles of left turn lane, which will lessen the incidents of rear end collisions. Currently, the roadway is so narrow that if there is a major accident, it will shut down the route. There is no other detour route able to accommodate trucks on this side of the Columbia River. The route on the other side of the river that is able to handle trucks, passes right through downtown Wenatchee. The improved route will allow trucks to bypass downtown Wenatchee .

Project 34 - SR 20-Fredonia to I-5

Lead

WSDOT

Additional Beneficiaries

Skagit County
Whidbey Island
City of Anacortes
City of Burlington
March Point Refinery
Port of Skagit County
Port of Anacortes
City of Mount Vernon
Whidbey Is. Naval Air Station
San Juan Islands
Washington State Ferry Traffic

Safety

Main emergency route from Whidbey and Fidalgo Islands to mainland. There have been 348 accidents on this section of SR 20 from 1995-99.

Cost Effectiveness

8.209 hours saved per day per million dollars invested

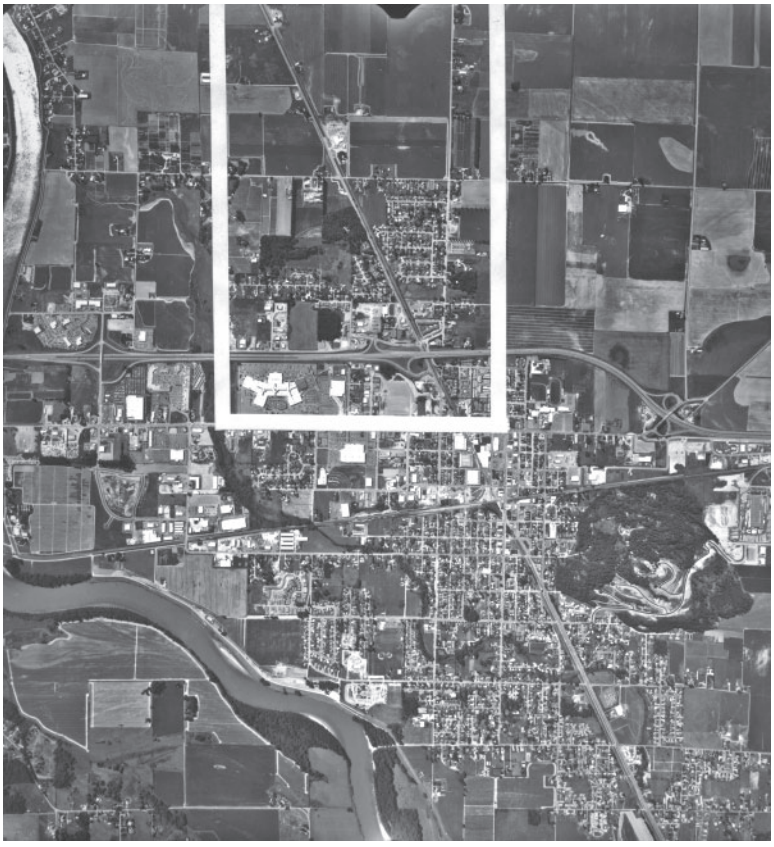
Truck delay
385 hours per day

All vehicle delay
3,208 hours per day

**Data for each project is provided by Project Lead*

This project will improve freight mobility on SR 20 by completing the last section of four lane divided limited access roadway between SR 536 and I-5. This final segment will complete the 12.5 mile freight corridor between I-5 and the Port of Anacortes. Currently when SR 20 is congested, vehicles take alternate routes through west Skagit County and Whidbey Island. This improvement will reduce the impacts of freight traffic on these communities.

The project will also improve roadway geometry for truck movements and relocate the southbound I-5 ramps.



Project 35 - S. 228th Street

Lead

City of Kent

Partners

City of Kent
LID (Locally approved)
TIB
BNSF
UPSP

Additional Beneficiaries

King County

Safety

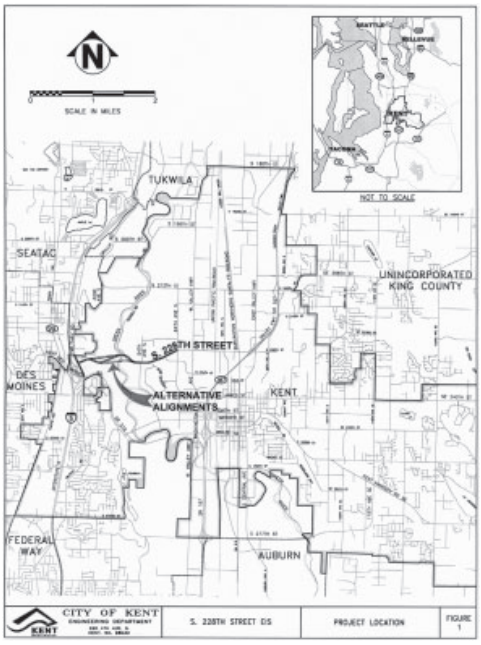
This is an essential emergency vehicle route for the area.

Cost Effectiveness

4.21 hours saved per day per million dollars invested

Truck delay
196 hours per day

All vehicle delay
1,635 hours per day



**Data for each project is provided by Project Lead*

Kent and Auburn have been aggressively pursuing a strategy to improve freight movement through the Green River Valley which is home to one of the largest warehousing districts in the nation. Recent improvements have been made to the northern and southern portions of the valley. This project will create a new strategic freight route in the center of the valley and could become a connection to the SR 509 corridor.

The freight project will be built in two phases. Phase 1 will extend S. 228th St from 64th Ave to Military Road including a new bridge over the Green River and a new roadway up the West Hill. The current configuration funnels 5 lanes of traffic down to 3 lanes. Construction of this project will create a seamless 5 lane route from SR 167 to I-5, with better geometry for truck movement. Phase 2 will construct a grade separation over both the BNSF and UP railroad tracks.

Developer agreements that will expire in the next several years have committed a 30% private sector, financial participation share in this project to be collected through a locally approved LID.

Project 37 - Duwamish Intelligent Transportation System

Lead
City of Seattle

Partners
City of Seattle
King County
S. Downtown Foundation

Additional Beneficiaries
BNSF
UP
Sound Transit
Amtrak
First & Goal
Public Facilities District
Duwamish neighborhood

Safety
There are two emergency response facilities located within the project area providing fire, aid vans and emergency response vehicles that respond locally and throughout the city to approximately 900 incidents per month.

Cost Effectiveness
47.5 hours saved per day per million dollars invested

Truck delay
242 hours per day

Reduction due to traveler information
57 hours per day

Reduction due to signal coordination
185 hours per day

All vehicle delay
3962 hours per day

**Data for each project is provided by Project Lead*

The Duwamish area is home to the largest manufacturing and industrial center in the state. The area has more than 2,071 businesses providing 87,000 jobs with an annual payroll of nearly $2.5 billion. Over 200,000 vehicle trips are made in the area daily. There are over 80 intersections in the Duwamish area that do not have signal coordination. This ITS project will also complement the freight construction projects in the area like SR 519 and Spokane Street. The Duwamish ITS project will deploy the following strategy to improve freight movement in the area:

- Complete the interconnection of the areas 80+ traffic signals.
- Development of traffic control strategies for all 80+ signals in response to changing traffic conditions caused by train movements, bridge openings, etc.
- Installation of improved surveillance of live conditions on area roads using CCTV cameras.
- Installation of several dynamic message signs.
- Establishment of an information link to the railroad control centers to provide notification of train movements predicting arrival times and duration of grade crossing closures.
- Development of real-time traffic condition information.
- Training for industry and city on how to use the new technology.
- Participation with the CVISN program.

Project 38 - SR 543: I-5 to International Boundary

Lead

WSDOT

Partners

WSDOT
TEA 21 (High Priority)

Cost Effectiveness

5.54 hours saved per day per million dollars invested

Truck delay
272 hours per day

All vehicle delay
680 hours per day

**Data for each project is provided by Project Lead*

SR 543 is known as the Pacific Highway Commercial Crossing. It is the primary route for trucks crossing the Canadian border on the I-5 corridor. Since the advent of NAFTA, truck traffic has increased in this area to about 40 % of the total traffic count. The daily reduction in truck delays of 272 hours per day should significantly improve freight movement across the border. This is an integral part of the WCCOG's International Mobility and Trade Corridor (IMTC) project. Freight traffic is estimated to be growing at the rate of 11% per year. The General Services Administration plans border system improvements that will coordinate with this project.

The project will widen SR 543 from "H" Street to the border providing a separation between truck lanes and general purpose lanes. A new interchange will be added at "D" Street and channelization, a signal and illumination at the SR 543 and Boblett Street intersection. Noise walls will be constructed and provisions for future ITS enhancements will be made.

Project 41 - Grain Terminal Track Improvements *

Lead
Port of Kalama

Partners
Port of Kalama
Grain Exporters

Additional Beneficiaries
Amtrak

Safety
Emergency vehicles cannot use the most direct route when unit trains are being assembled due to road blockage.

Cost Effectiveness
53.2 hours saved per day per million dollars invested

Truck delay
8.2 hours per day

All vehicle delay
27.4 hours per day

**Data for each project is provided by Project Lead*

Approximately 95% of Washington's wheat and barley production is exported. More grain is moved through the Port of Kalama than any other port on the West Coast. Grain exports are expected to increase due to two events. The Harvest States elevator operation was purchased by Cenex and United Grain who are planning to double the export tonnage through the Kalama elevator. The Peavey Corporation and Archer Daniels Midland have developed a joint venture called the Kalama Export elevator which principally moves feed grain exports such as corn, soybeans and sorghum.

The proposed project will improve rail access to the United Harvest elevator and will eliminate the current switches required on the BNSF mainline which take 2-2.5 hours a day. The project will extend the elevator track to accommodate a full unit train on two tracks. The improvement will increase capacity on the mainline tracks which currently have 45 trains per day moving through the Kalama area.

The project will improve traffic flow on Toteff Road, the ports south access which currently has delays that last up to an hour as breaking up and reassembling unit trains blocks the route.

*Project is not eligible for 18th amendment funds

Project 43 - I-90 Hyak to Easton Hill

Lead

WSDOT

Partners

WSDOT

Additional Beneficiaries

Virtually every manufacturing, agricultural, retail, grocery business in Eastern and Western Washington depend on crossing the Cascades without delay.

Safety

Numerous accidents, avalanche closures and collisions with low overpasses

Cost Effectiveness

71 hours saved per day per million dollars invested

Truck delay
1842 hours per day

All vehicle delay
8179 hours per day

**Data for each project is provided by Project Lead*

Snoqualmie Pass has the highest average daily traffic and the largest truck volumes of all east/west mountain passes in Washington and Oregon State. The route is experiencing an annual growth rate of 3.5 percent. The route is the principal east/west freight corridor in the state with over 33 million tons of freight annually. Twenty-four percent of the traffic using this route are trucks.

This project, along with the snow shed project, will reconstruct approximately eleven miles of I-90 by eliminating sharp curves, replacing restricted clearance structures, and will complete the 6-laning of this strategic freight corridor.

Project B - SR 3/304 Transportation Improvement

Lead

City of Bremerton

Partners

City of Bremerton
Kitsap County
Kitsap Transit
TIB
FHWA

Additional Beneficiaries

Washington State Ferries
Olympic View Industrial Park
Puget Sound Naval Shipyard

Safety

This is an essential emergency vehicle route. The most recent five year accident history shows 207 accidents in the area and the route is adjacent to and feeds a section with an accident rate that is twice the regional average.

Cost Effectiveness

2.5 hours saved per day per million dollars invested

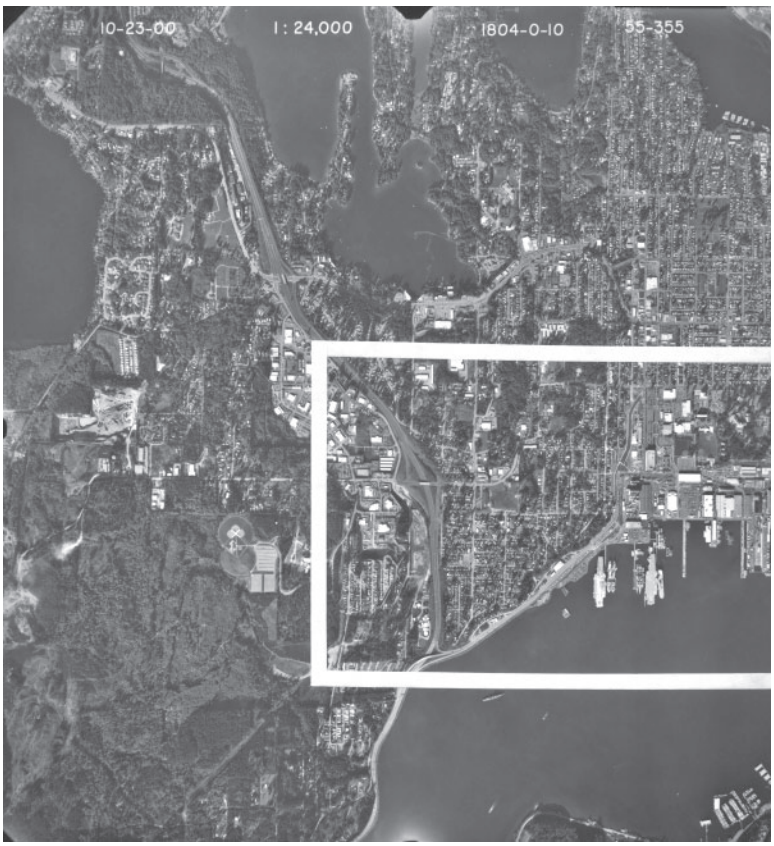
Truck delay
20.5 hours per day

All vehicle delay
561.62 hours per day

**Data for each project is provided by Project Lead*

SR 3 is the main north/south freight route on the Kitsap Peninsula.

SR 304 connects SR 3 with the Puget Sound Naval Shipyard (PSNS), which includes the Navy Fleet Supply Center, and continues to the Bremerton Ferry. PSNS receives and distributes freight to all military facilities in the Pacific Northwest including Naval Station Everett, Fort Lewis, McChord, Bangor, Keyport, and the Manchester fuel depot. The project will widen and realign the existing roadway providing safety improvements, and closes a number of side streets creating a limited access route. This project is a phase in the overall development of the SR 3/SR 304 Corridor.



Project C - SR 9 – SR 546 Nooksack Road to SR 547

Lead

WSDOT

Partners

WSDOT
City of Sumas

Safety

This is the main route between Everson/ Nooksack, Washington and Sumas. Fire, police, ambulance, and school busses all use this route regularly

Cost Effectiveness

1.68 hours saved per day per million dollars invested

Truck delay
22.3 hours per day

All vehicle delay
29 hours per day

**Data for each project is provided by Project Lead*

The increased delays at the I-5/ SR 543 Border crossing have heightened the need for alternate crossings. Trucks traveling to and from Abbotsford B. C. and points east will save time using the improved SR 9/Sumas crossing. Currently, SR 9 carries about 1000 trucks daily.

The project will eliminate road closures to truck traffic caused by freeze-thaw conditions. The right of way for this project has been owned by WSDOT since it was purchased in the late 60's in anticipation of a highway improvement. The existing route also has sharp turns which will be eliminated on the new alignment, and the lane width will be increased. The next phase of this corridor anticipates the elimination of an at grade crossing.

This project is part of the International Mobility and Trade Corridor (ITMC) project and is part of a regional corridor solution.